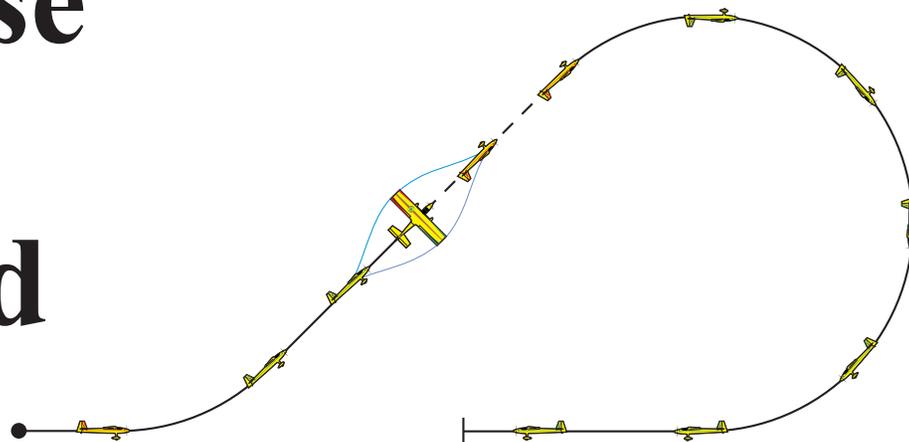
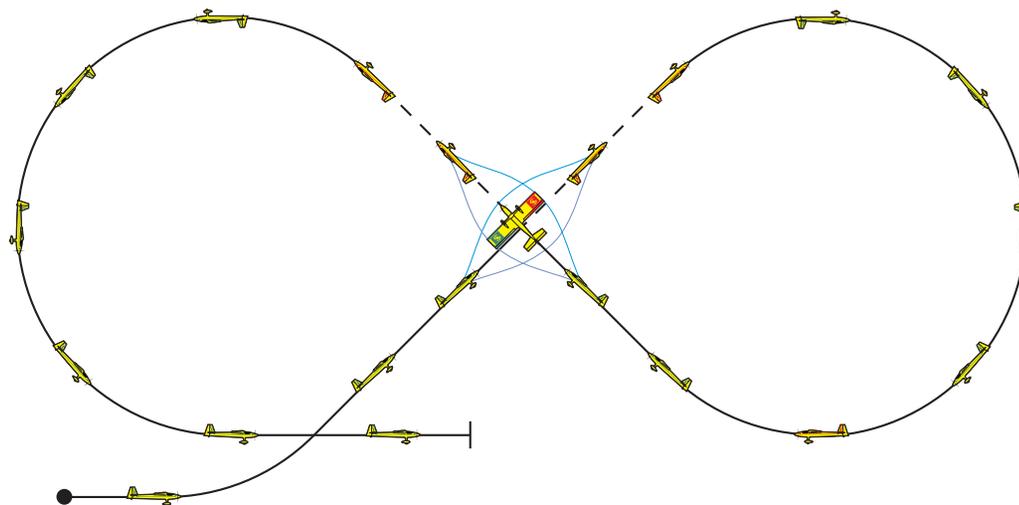


# Half Reverse Cuban 8 Turnaround

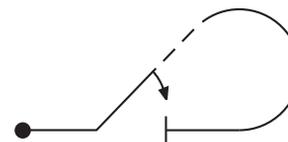


# Full Reverse Cuban 8



## Reverse Cuban 8

In this section: H-60 illustrates a half *reverse* Cuban 8 turnaround sequence. While this maneuver might sound more elaborate than the previous Cuban, it is actually more comfortable to fly: Wherein a standard Cuban you loop over the top and roll upright on a *descending* 45, a reverse Cuban starts out with you pulling up to a 45, then rolling inverted, followed by looping/pulling out to level flight. The fact that the half roll is performed on an *upline* in a reverse Cuban alleviates the pressure to rush the 45. Indeed, the greater comfort on the 45 causes the reverse Cuban to become the first maneuver beyond an aileron roll that 1st U.S. R/C Flight School students start doing automatically!



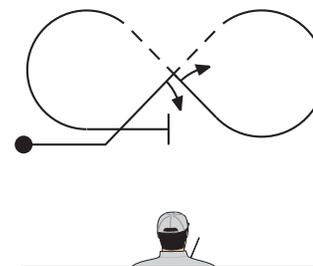
H-61 illustrates the importance of pulling up to the 45 as smoothly as you would any other partial loop, and thus with the routine consistency of all your other loops as well.

H-62 illustrates the importance of establishing a precise 45° upline, and how you can overcome some of the “mistake tendencies” of a first-timer to the reverse Cuban.

H-63 illustrates the *timing* required to establish lines of equal length before and after the half roll on the 45, and, where to make your corrections to enter the pullout with the wings level.

H-64 & 65 describe the advantages of the half reverse Cuban turnaround and why it is the *turnaround of choice* for many pilots.

H-66 & 67 illustrate a *full* reverse Cuban 8 warmup and complete sequence — stressing the start positions required to keep the maneuver centered overall out in front of you.



KPTR: Like the maneuvers before this, the reverse Cuban only sounds elaborate until you break it down step by step.